

WILSON ENVOYS MUST BE RICH

Europeans Say Salaries Paid
Eliminate Men With-
out Means.

BIGGER PAY URGED

Ambassador at St. James's
Must Spend \$50,000
Annually.

BERTHS GO BEGGING

German Minister in United
States Gets as Much as
President.

Special Cable Despatches to The Sun.
LONDON, March 29. Society is taking considerable interest in President Wilson's difficulty in finding a suitable person to fill the post of Ambassador at London. There was real interest in the possibility so long as it lasted of Richard Olney, a member of Cleveland's Cabinet and Charles W. Eliot, president emeritus of Harvard since 1909, coming over. Englishmen know that although the roll of American Ambassadors to the Court of St. James's, comprises a wonderful list of names which are notable as national and literary figures, modern times demand the appointment of a man of very considerable wealth. The American Ambassador at London nowadays cannot get through with an expenditure of less than \$50,000 a year. This, of course, is a mere fraction of what it cost the late Whitehall to maintain his famous pitch of magnificence.

Even when the post was a ministry, when living was cheaper and when entertaining had not reached its present dimensions, Robert Lincoln, the American representative here, declared that he was unable to live even with the greatest economy under \$37,000 a year. The expenses of the post have increased enormously since that time and although Mr. and Mrs. Reid entertained in Monte Cristo-like magnificence, this was neither necessary nor perhaps desirable.

It will be absolutely necessary for the new American Ambassador at London to have enough money to keep up the great position of the Ambassador of the American Government to Great Britain, and it must not be forgotten that there is no Ambassador to Great Britain, who takes a higher or really such a high position as the one who represents the United States.

The *Globe* in an editorial comment on this subject says: "It is a little difficult to understand why so rich a country as the United States of America should consistently underpay its Ambassadors. The insufficiency of their official incomes has been notorious for years. The result is that not only is the post of Ambassador to the Court of St. James's going begging, although it has already been offered to three distinguished Americans, but it is feared that similar difficulties may be encountered in regard to other embassies."

"We could understand the attitude of the United States Government if it desired its diplomatic representatives to practise republican simplicity in a rather ostentatious manner, but it is quite evident that that is not the case. It is to be hoped that the present impasse in regard to the London Embassy will result in a very necessary reform."

BERLIN, March 29.—The inadequacy of the salary is said to be the reason why Prof. Fine of Princeton will decline President Wilson's offer to appoint him Ambassador at Berlin, according to reports from Munich, where the Fine family is spending a vacation. Prof. Fine is reported to have told his friends that he has not the means to permit him to do justice to the requirements of the post.

Mr. Leishman declines to discuss the matter, but it costs an Ambassador at Berlin more than a year above his salary. Even the economical Democrats could hardly find fault with the simplicity with which Mr. Leishman has conducted the embassy.

Inasmuch as Count von Bernstorff, the German Ambassador at Washington, gets a salary and an expense allowance almost equal to President Wilson's salary, and the English and Russian Governments pay even more to their Ambassadors, there is much comment in diplomatic circles as to why the wealthy American republic does not pay its representatives as much as other countries which are not so rich. It is believed here, it would quickly and surely solve the problem of how to get brilliant but comparatively poor men as Ambassadors, and it would not be necessary to confine the diplomatic service to wealthy men.

PARIS, March 29.—Speaking of the trouble which President Wilson is experiencing in getting men to accept Ambassadorships at the big European capitals, Frederick Townsend Martin said:

"The difficulty of finding Ambassadors under conditions which make it impossible for men of brains and intelligence only to accept, must give a great impetus to the movement for securing official residences for American diplomats in each foreign capital, which the American Congress has hitherto succeeded in turning down."

TEXAS NEGROES IN MEXICO.

Government Expects to Colonize 20,000 in Vera Cruz.

MEXICO CITY, March 29.—The Government has received letters from Texas capitalists offering to colonize some hundred thousand acres of land in Vera Cruz with American negroes, having already secured the promise of 20,000 negroes to come at once and settle on the land, which is most excellent for agricultural purposes. As the offer is bona fide and the negroes promise to till the soil and make good, so far, industrial citizens of the Government seem inclined to accept and the new colonists, who will mostly have been from Texas, will begin to arrive shortly.

This is the first activity which colonization has shown since the new Government came into power and indeed for many months past, as land agents barely existed during the last six months of the Madero regime.

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CONNAUGHTS REACH LIVERPOOL.

Duchess Not Looking Well, but Others in Good Health.

Special Cable Despatch to The Sun.
LIVERPOOL, March 29.—The Duke of Connaught, Governor-General of Canada, the Duchess of Connaught and their daughter, Princess Patricia, arrived in the Mersey to-night on the steamship Empress of Britain. Prince Arthur of Connaught went aboard the ship and greeted his parents. The Duchess is not looking well. She was rarely seen during the voyage from Canada, although she said she had a good passage. The swinging bed used by Queen Mary on the steamship Medina during the voyage with King George to the Durbar at Delhi was used by the Duchess of Connaught on the voyage. The royal party of the Empress of Britain was partitioned off, but the Duke's party dined in the saloon.

The Duke and Princess Patricia looked fine. The Duke landed here and inspected a party of Boy Scouts, later returning to the ship. The Duke, the Duchess and Princess Patricia will sleep aboard the Empress of Britain to-night and will go on to London to-morrow.

HAGUE TRIBUNAL ON MONDAY.

Hears Case of French Steamships Seized by Italy.

Special Cable Despatch to The Sun.
THE HAGUE, March 29.—The International Tribunal will meet on Monday to judge the merits of the Carthage-Manouba case.

The Carthage and Manouba were French owned steamships seized by Italy during the recent Italo-Turkish war. The Italians assert that the vessels carried contraband goods, including an aeroplane to be used by the Turks in the operations in Tripoli.

The French and Italian attorneys have arrived to make preparations for the arbitration arguments and they have brought a formidable quantity of legal baggage, including the edition of international law drawn up by Prof. John Bassett Moore of Columbia University.

French Parliament Adjourns.

Special Cable Despatch to The Sun.
PARIS, March 29.—The Senate and Chamber of Deputies have adjourned until May 6.

DODGING THE BLUE ENVELOPE.

New Pastime Is Popular Among Panama Officeholders.

PANAMA, March 29.—Dodging cable messages from Washington is one of the pastimes on the Panama Canal today, a sport that is most appreciated by those not interested.

About a dozen of the more prominent officials on the canal force are political appointees, and they occupy now the position of a man with a top hat trying to dodge the snowballs that he feels sure will ultimately hit him, while the bystanders enjoy his predicament.

In this whole force of six thousand Americans there are only a dozen men who hold offices that are likely to be interfered with by the new Administration at Washington. These are the head of the Department of Civil Administration, whose salary of \$14,000 a year makes him a bright target, and several chiefs of minor bureaus who are on the payroll at from \$5,000 to \$7,500 a year.

Some of these are really earning their pay, so that it is possible that they will not be disturbed. Ten of the dozen have been in the service in Panama more than five years and are anxious to wait until the first ship passes through the canal in October, while others who have been here only a short time appear just as desirous of watching that first ship, or perhaps of treading its deck.

5,400 FRENCH PLAYWRIGHTS.

But Only Sixty Have Had Success in Last Two Years.

PARIS, March 29.—Playwriting seems to be more a hobby than a profession in France, judging by the figures of the French Society of Dramatic Authors. The members of the society number all told 5,400. But during the last two years sixty of this number have succeeded in furnishing the dramatic fare of the community, comprising every work in prose and verse staged throughout the country in the theatres and cafe concerts.

The other 5,340 members of the society are awaiting their turn to cater for the public tastes, and in all probability will wait a long time, for the majority of French theatres have their accepted playwrights, whom they commission to write their plays, and the lucky sixty jealously guard their privilege and do all they can to exclude new aspirants.

The members of the society include recruits from nearly every profession and calling—lawyers, army and navy officers, business men, clerks, etc.—who assist in producing works which never see the light of day. When it is remembered that nearly every well-known Paris theatre manager has a stock of two to three hundred manuscripts, carefully classified and docketed, but unread, it would be a kindness for managers to do something to discourage this army of unwanted geniuses.

BOY FLIES OVER CITY AT MILE A MINUTE

Gets Sky View of Baseball
2,000 Feet Up in a
10 Mile Gale.

PLAYERS SEEM PYGMIES

After Ten Mile Daring Trip
Young Jones Volplanes to
Governors Island.

A little fellow, dressed like any other jockey of the air in a Norfolk, puttees and a head guard, climbed into the seat of a big Wright flying machine over on the Flatlands near Bergen Beach yesterday afternoon. His mechanic, himself still in his teens, cranked the engine and away sped the aviator, taking the crowd's over land and water ten miles to Governors Island.

He climbed around and around like the staircase in London's Tower until there were 700 yardstick lengths between him and the ground before lighting out on the lap of a breeze that trumped in from the Atlantic at the rate of forty miles an hour. His propellers were driving him forward at a speed of thirty-five miles, and that's how it happened that travelling seventy-five miles an hour brought him to Governors Island in ten minutes.

The aviator was Harry M. Jones, just past twenty years old. He bought a wrecked Wright machine last November up in Providence, R. I., his home, and rebuilt it. Since then he has been flying to New York in easy stages. A week ago this morning he skidded through the shallow glum of a moonlight night all the way from Manhattan, N. Y., to Flatlands, near Bergen Beach. Ever since then he's been trying to get away from there, but could not because of inclement weather.

Yesterday afternoon he journeyed by car over to the farm where the children have been stamping down newly ploughed ground for the last week, because they couldn't keep away from the plane, and when he arrived the field was the farmer to tell Jones that if he didn't get his flying machine away before noon today, weather or no weather, the farmer would cart it off in pieces. So Jones determined to make a quick getaway despite the forty mile clip of the breeze. And he did.

So far as weight is concerned Jones could qualify for a real enough jockey of there were such things in those decadent days. Perhaps he's five feet five, not much more, with long yellow hair, which he is too busy flying to have cut. His eyes are snappy blue.

It was just 5:05 o'clock in the afternoon when Jones's machine floated up into the air. It took him ten minutes to rise in a series of spirals to a 2,000 foot altitude. Then he turned his back to the wind, which was driving in from the southeast, and sped off toward the river.

At 5:00 feet, he said last evening, he could see the pinnacles sky line of lower Manhattan just as one sees it in a birdseye picture. He crossed directly over the Prospect Park playground and could see below twenty baseball clubs playing on as many diamonds.

"They looked about as big as my little finger nail," he said, "little black flies crawling around apparently without aim or direction."

Soon he reached an altitude of 3,000 feet and he was still at that level while he flew half a mile from the river. At that point he turned the empty atmosphere into a toboggan, as aviators can, and volplaned at a dizzy rate of speed down to the island.

A sound steamer lumbered through the water 500 feet beneath him and the captain ordered a salute of five whistles. "By the time they got to me," said Jones, "they sounded like a tin whistle."

He could see the up craned heads of thousands of persons crossing the river on half a dozen ferries. The tugs crept up and down, back and across, like toy boats on a Central Park lake.

Before landing he eased up, circling around the south side of the island, and whizzing over a Staten Island ferryboat so close that he could hear the shouts of the spectators. The Statue of Liberty looked on undisturbed, and the plane swept safely to land.

If the weather is fair the morning of this evening, Jones says he will fly up the East River to 125th street, cross over to the North River by down a way, then skirt over to Broadway and over the Hotel McAlpin.

If he doesn't do this to-day, he will on the first fair flying day. When just above the McAlpin he will drop a red parachute bearing an invitation to Gen. Giuseppe Garibaldi to go flying with him some day. Manager Boomer of the McAlpin will have an invitation, also.

Next summer Jones plans to take his machine to Coney Island and see if he can earn a little money by carrying passengers in flights.

Six Children Her Exhibits.

The six young children of Mrs. Annie Brudie formed one of her exhibits in a suit before Supreme Court Justice Guy.

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NEARLY BLEW UP THE BATTLESHIP OREGON

Story of Spanish-American War

Told for the First

Time.

MISSED ONLY A FEW FEET

Supply Ship Resolute, a Float-

ing Mine, Came Within an

Ace of Hauling Her.

In the April number of the *Master, Mate and Pilot* appears an article by "Lieut. B. B. McG." telling how the United States supply ship Resolute, commanded by the late Rear Admiral Joseph G. Eaton and loaded with explosives, narrowly missed ramming and blowing up the battleship Oregon at the time of the Spanish-American war. The account says in part:

"The recent death of Rear Admiral Joseph G. Eaton, U. S. N., retired, unseals the lips of those of us who served under him when he was commander of the U. S. S. Resolute during the Spanish-American war, and permits the relating of one of the most extraordinary incidents in which a ship ever figured."

"It was on June 5, only a few days after the Oregon anchored off Santiago and her menial voyage had become history that the Resolute, carrying mail for the fleet, was in sight. In our forepeak and against the forebulkhead were piled forty mines, each containing 500 pounds of gunpowder. Twenty charges for the dynamite cruiser Vesuvius, containing 10,000 pounds of gunpowder, were on the deck below."

"Just aft of this was 300 pounds of gunpowder for the great guns of the fleet. Still further aft were thousands of rounds of rapid fire ammunition for six pounders and four and six inch guns, while on the upper deck, in one of the cabins, was 250 pounds of dry gunpowder and detonators for the war heads of torpedoes—the full complement of twenty-five battleships."

"We steamed down the line of blockading ships and delivered orders and mail to the vessels of the squadron. Arriving at the western end of the line we came about and steamed back to the eastward toward Guantanamo, which was our station. The Oregon at this

time was near the centre of the line, about opposite the harbor entrance, lying with her bow toward the shore and rolling heavily in the swell raised by a monsoon. We steamed full speed toward her, pointing for her about amidships."

"I was off duty and chanced to be standing aft, near the engine room hatch. Near me Passed Assistant Engineer Louis L. Bernier was leaning against the rail, gazing ahead of the Oregon. It looked as if we would pass her very close if we sheered off at once, but we held straight on our course, heading right at her."

"Lieut. Bernier had been chief engineer of the Resolute—she was formerly the Yorktown—for many years, so he knew to an inch what she could and would do under any condition."

"I saw him look hard ahead, then jump for the engine room hatch and disappear. But a moment or two elapsed; we were rapidly nearing the Oregon and still we held straight toward her. Then suddenly the whole ship trembled convulsively as the engines reversed at full power."

"An instant later from the bridge came the signal 'Full speed astern.' With helm hard over we swung past the stern of the Oregon so close that I could have tossed a biscuit aboard the battleship, which looked like a vast tide rock awash in the waves."

"The men who lined the rail on the Oregon apparently thought nothing of the closeness of our passage, as if they deemed no unarmored craft could do her any harm, but the white faced officers on our bridge heaved one great sigh of relief. They had faced annihilation, utter, absolute."

"Until now this remarkable story has never been made public. Commander Eaton may have reported the incident to the War Department, but if he did so his officers were not so informed. Naturally, we were careful to 'forget' all about it."

McCALL A DIVORCE REFEREE.

Public Service Board Chairman Named in Actress's Suit.

Chairman Edward E. McCall of the Public Service Commission was named as referee by Justice Davis yesterday in a suit for divorce brought by Gertrude Helberg against John Helberg, one of the cast at the Hippodrome.

Mrs. Helberg, who is also on the stage, alleges that her husband lived with another woman as "Mr. and Mrs. Thornton" at 210 West Forty-second street, while both were members of the Healds Abbott theatrical company. Mrs. Helberg also accuses her husband of misconduct with two other women.

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